

Bicycle and Pedestrian Facilities



Bicycle and Pedestrian Planning and Facilities

Planning for bicycle and pedestrian facilities continues throughout Indiana. Many communities are updating and refining their earlier bicycle and pedestrian plans. INDOT now incorporates sidewalks, separated bicycle-pedestrian paths and concrete box culverts in many of its projects to accommodate pedestrians and bicyclists.

To extend the flexibility and travel options for public transportation and bicycling, Indiana cities including Hammond, Fort Wayne, Lafayette and Indianapolis mount bicycle racks on many of their buses.

Tunnels provide grade-separated access for non-motorized use in Columbus, Schererville, Merrillville, Portage and Indianapolis. When new highway bridges were built across the Wabash River in Lafayette and the White River in Indianapolis, the old bridges were converted for exclusive use by bicyclists, pedestrians and others choosing not to drive.

Indiana's Rail-Trails



A number of important rail-trails are under development in Indiana. The Cardinal Greenway, part of the 6,000-mile American Discovery trail, will extend about 60 miles and connect Richmond, Muncie and Marion. About 20 miles of the Cardinal are open for use in the three principal cities. From Chesterton in Porter County to Griffith in Lake County, the 22-mile Oak Savannah-Prairie Duneland

Trail is one of several rail-trail conversion projects in Northwestern Indiana. The B & O Trail will extend miles west from Marion County to Parke County, an area known for its covered bridges.

Nationwide there is over 10,000 miles of rail-trail. In Indiana there will be about 86 miles of rail-trails open by year's end.

Bicycle and Pedestrian Safety

The number of crashes involving bicycles dropped slightly, but the number of pedestrian crashes increased in 1999. Bicycle-related injuries were down from the previous year, while pedestrian injuries were up. The number of pedestrian fatalities fell somewhat during 1999 compared to the previous year.

Vehicle/Bicycle Collisions

	Crashes	Fatalities	Injuries
1992	1,460	19	1,355
1993	1,447	10	1,355
1994	1,485	10	1,390
1995	1,511	14	1,383
1996	1,330	6	1,200
1997	1,307	14	1,177
1998	1,399	13	1,271
1999	1,382	15	1,242

Vehicle/Pedestrian Collisions

	Crashes	Fatalities	Injuries
1992	1,831	74	1,846
1993	1,724	64	1,714
1994	1,941	76	1,754
1995	2,332	76	2,136
1996	1,887	78	1,723
1997	1,804	77	1,811
1998	1,802	74	1,814
1999	1,839	69	1,826

Sources: INDOT's divisions of Multi-Modal and Program Development and the Indiana State Police.